

# The Brandon Mail.

VOL. 5.

THURSDAY, SEPTEMBER 6 1888.

No. 321

## LEGAL.

**HENDERSON & HENDERSON,**  
Barristers, Solicitors, Notaries Public, etc.,  
Lower Avenue, Brandon.  
Money loan on improved farm property.  
F. A. Henderson, H. E. Henderson.

## MEDICAL.

**D. SPENCER,**  
(M.D., C.M., Univ. McGill, Montreal.)  
Member of the College of Physicians and Surgeons, Quebec and Manitoba.  
OFFICE AND RESIDENCE,  
TENTH ST., NEXT THE SCHOOL HOUSE,  
BRANDON.

**DR. L. M. MORE,**  
PHYSICIAN, SURGEON & ACCOUCHEUR  
Fellow of the Medical Society, Toronto, M.C.P.  
and S. Ontario and Manitoba.  
Grand Residence, Combs & Stewart's Block,  
Cor. 9th and Rossier Streets.

## DENTAL.

**F. E. DOERING,**  
DENTIST,  
Gas for Painless Extraction of Teeth.  
Upper and Lower Dentures, Teeth, and all dental work.  
Gold filling a specialty.  
10th St., between Rossier and School House.



**John Dickson, D.D.S.,**  
DENTIST,  
THE FIDELITY BUILDING STORE,  
CORNER OF ROSSIER AVENUE.

ORTHODONTICS ADMINISTERED FOR  
PAINLESS EXTRACTION OF TEETH

**Forbes & Strivett**  
LUMBER YARD!

Will be constantly on hand a full stock of  
Lumber, Building material, Planing, Shingling,  
Siding, etc., etc., and all kinds of mill work.  
Also, a full stock of hardware, iron, steel, and  
all kinds of building materials.  
We are also engaged in the construction of  
Buildings, and have a full stock of  
materials for the same.  
We are also engaged in the construction of  
Buildings, and have a full stock of  
materials for the same.  
We are also engaged in the construction of  
Buildings, and have a full stock of  
materials for the same.

**Auction Sale!**

—AT THE—  
**BRANDON REPOSITORY,**  
Wednesday, Sept. 19, 1888.  
Horses, Horned Stock, Pigs,  
Poultry, Rolling Stock, and  
implements of every  
description.  
The sale takes place only on the third Wednesday  
of each month, and on reasonable terms.  
CHAS. FILLING, Auctioneer.

**SMITH & SHIRRIFF,**  
—DEALERS IN—

**Agricultural Implements!**

OF EVERY DESCRIPTION,  
**SPECIALTY.**

**THE WATSON**

**Manufacturing Co's,**

GOODS, COMPRISING

The Watson, all Steel, Deering

Binder, the best Canadian Binder sold

The Watson Mowers, Rakes,

Harrows, etc., We also sell

The American all Steel Binder

Manufactured by W. M. DEERING & Co.,

American Buffalo Sulkey and

Walking Plows.

The 4x4 American Buffalo

Gauges, Sulkeys and Walking

Plows.

Kline's Champion Fanning

Mills with Sagger attached.

The Celebrated Household

Sewing Machines.

Repairs of all kinds kept on hand or or-

dered for you.

The Public must really decide from above list that

we have the best line of goods sold by any one firm in

Manitoba for season of 1888.

Correspondence invited and promptly answered.

G. M. SMITH J. SHIRRIFF

## HURRAH BOYS! City and Vicinity.

**The end of Hand-me-Downs,**

as you can get an

**Ordered Suit for \$14.50,**

**ALL WOOL,**

**From J. SANDERS**

who is filling orders fully TEN per cent. less than

former prices, and has a Big Stock of Woollens to

Canadian and Imported,

**BREECHES A SPECIALTY.**

CALL AND LOOK THROUGH.

**J. SANDERS,**

Merchant Tailor,

13th St. south of the Royal Hotel, Brandon.

**MUNROE & CO.**

**Have**

**Removed**

Their Liquor Store from the old store south of the

Central Hotel, to the premises lately occupied by

Smith & Burton.

**NINTH STREET,**

BETWEEN

Rossier and Pacific Avenues.

They have now full lines of the

**Best Brands!**

—OF—

**LIQUORS IN STOCK.**

Selling at the

**LOWEST PRICES.**

**GENTLEMEN,**

If you want your

**Horses Shod!**

IN FIRST-CLASS STYLE

**CALL ON WILSON**

Where you will always get the best Horse-

Shoeing done in the City—where they get all

the fast and best horses shod in the latest and

improved styles.

Special attention paid to Corns, Contrac-

tions, Quarter-cracks and other diseases of the

hoof by

WM. WILSON,

9TH STREET, — BRANDON.

**Important To Farmers.**

**Grain Insurance.**

I AM prepared to insure grain in stocks or Farms

for any term required at ordinary tariff rates.

Farmers requiring protection in this may apply to

**E. Fitz Bucke,**

Agent.

## City and Vicinity.

Preserving Peas by the pill at Cassels, if

Preserving Plums, Peas, Grapes, Peaches

etc., will arrive every week from Ontario to

G. & D. Cassels, leave your order and get

them delivered fresh.

Wheat is quoted at Soc. per bushel.

Our lacrosse boys go to Winnipeg on

the 15th.

No. 1 hard wheat is quoted at \$1.12 in

Montreal.

The Ogilvie elevator at this point is under-

going repairs.

The C. P. R. is filling up its sheds here

with Pennsylvania coal.

Some fine samples of grain are coming in

from different sections.

There is some talk of a four oared crew

being formed in Brandon.

A great many of Christies saw logs are high

and dry on the banks of the river.

The Hazlewood post office south of Brandon

Hills has been closed as an incapable

servant.

Many an article appears in a newspaper

which may appear vague to some, while others

"catch on" at a glance. It all depends upon

how the hat fits.

Mr. S. E. Lang, late of this city, but now

of Virden, has taken a first-class certificate

for school teaching. He was first in the

list.

The Rapid City papers are eagerly trying to

find out "Who is the rascal?" One would

think it should not take them so long to get

the desired information.

During the past three days 30 cars of cotton

from Huchelaga for China passed west on the

C. P. R. and about 40 cars of tea passed from

China eastward.

Our local lacrosse club feel considerably

elated over their success in our Northern

suburbs. Three struggles at Monrovia and

four at Rapid City with excellent treatment

from both vanquished clubs are enough to put

nerve and good nature in any lacrosse team.

Our sports correspondent writes:—The

Salvation Army had a large number of

their first meeting at the house of Mr.

Wm. Heatherton on Monday evening last.

On Tuesday at the dress making establishment

in the Moffat block, on Friday at the house of

Mr. Wm. Falls, and on Saturday at the house

of Mr. A. McLeod. We wish them every

success in their good work.

For some time past J. A. Christie learned

that his rats of logs coming down the river

had been tampered with and timber taken

therefrom. Constable Foster was detailed to

look after the matter and he found that a

farmer, named Williams, living north of Oak

Lake had been the offender. Williams

acknowledged the crime, and probably about

\$50 will change hands to settle it, or the con-

sequences will be worse.

An idea of the importance of Brandon as a

distilling centre may be gathered from the

fact that already our machine men have sold

380 still holders, one firm having disposed 125

another disposed of about 100, and the re-

mainder distributed amongst the others, and

the season is not over yet. It may safely

be said the aggregate for the season will foot

up to over 400 at an average of \$200 each or

\$80,000 for the total.

Constable Foster was telegraphed for from

Carberry Monday, and on going down was

asked to arrest a young man named Hillen,

who at one time was a prisoner at Brandon,

on a charge of rape. It appears that Hillen

brought the girl in question up from Winnipeg

and got a situation for her with a farmer near

by. Constable Foster, however, says she is a

character well known to the police in Winni-

peg, and her charge against Hillen appears

very thin. The last report from Carberry is

that she took the train and cleared out,

if it true will end the matter.

Which the Manitoba friends of the Northern

Pacific would only look at the railway situa-

tion in its true light, they would begin to lose

confidence in the competing powers of their

pet. During the past week no less than 75

carloads of goods from the eastern states

boarded for California, and from the American

Pacific states consigned to points in the U.S.

eastern have passed over the C. P. R. This

trade is naturally the property of the Northern

Pacific, and if that line cannot compete—with

the C. P. R. in its own field there is but

little hope for its doing much good on the C. P. R.

territory. No! the C. P. R. has the N. P.

too tightly by the neck to permit its being the

savior of Manitoba, as the Grits claim it will

be.

One of the largest bears ever shot in this

district for a long time, was shot three or

four miles from Roseland on Saturday last.

It appears that a party of men who were out

hunting near Roseland where unwhitening for

dinner when two immense bears put in their

appearance from a neighbouring bluff. Hastily

mounting all the horses available, with the

rest on foot, the party started in pursuit, armed

with pitch forks, jack knives, hay rakes, sticks

and stones. After going a mile they were

joined by three farmers with guns. The bears

could outrun the horses but after two hours

and a half chasing one of the bears was shot.

The other one escaped in an adjoining wheat

field. Four men could not lift Mr. Bruin

into a wagon, so he was relieved of his hide

on the spot. Mr. Reid brought the hide into

town to have it tanned and as it is very black

will make a handsome rug. Its paws measured

fully six inches in length. The following

are the names of the gentlemen who were in

the chase: Robt. Reid, J. E. Kayner, Jas. Hoore,

Will Reid, W. Lester, C. Dawson,

F. Reid, Mr. P. A. August and J. Lindon.

## The Carberry junior lacrosse team play the

Brandon juniors on Saturday next in the

city.

The council did not meet on Monday night

for want of a quorum. The same may be

said of the School Board.

The Commercial says that Mr. R. F. Edgar

of this city, has received a silk hat from the

late John Ogilvie, on a bet that Brandon

would export over a million bushels of wheat.

Well, he not only won that bet but one from

C. Adams, and "Tip" Hillwell besides on the

same score. Our export was 1,400,000

which ranks Brandon as the largest primary

wheat market in the world.

It is now more than certain the Government

is going to carry out its plan for the wholesale

dismissal of Conservative officials that their

places may be filled with dutiful servants.

All the lost justices of the Peace are to be

supplied off, and an entirely new set are to

supplement them. The report is also current on

the street that dismissals have already taken place

or are to be made at once in the Court House.

Mr. John Blight, at one time turnkey, says

he has an appointment in his pocket, and it is

rumored Mr. Hannam, gaoler, has also been

bounced. In our next issue more news will be

available.

On Sunday last a search party was organized



## THE VERY LATEST BY WIRE

Sir Hector Langevin and Sir John Thompson Discuss Cleveland's

Message—Canada will Maintain Her Rights—Laurier Condemned.

G. T. R. Visitors—Marvellous Feat in the St. Lawrence.

Serious Illness of Mrs. Youmans—Falsehoods With Respect to Manitoba's Crop.

## CANADIAN.

HAVERHILL, Aug. 30.—The Conservative demonstration here yesterday was very successful over 5,000 being present. Several addresses were presented to Langevin and Thompson, including one from native Indians and one from Miss Macgillivray. After replying to these, both the ministers referred to Cleveland's retaliation message. The speeches were important, being the first ministerial utterances from a public platform since the Langevin made his retaliation threats. Langevin sketched the history of the fisheries dispute, showing that the United States had back on the treaty of 1818 of its own accord and that Canada was maintaining its just rights. Canada had made many concessions, and the United States could not expect to have all the conceding on Canada's side. He respected the dignity of the States, and was sure they all did; but Canada had honor and dignity as a nation and as part of the British empire, and not a true Canada was disposed to lower Canada's position. He said unrestricted reciprocity was sugar-coated commercial union. Sir John Thompson was sincerely glad at the good the President's message had done this country. It had evoked a national spirit, which speaks through the press and people of both political parties. The citizens of Canada were in no mood to submit to the dictation of any foreign power. He regretted that Mr. Laurier had taken such an unpatriotic stand at St. Thomas. United States chose themselves to go back to the treaty of 1818, and its provisions had been enforced. There was nothing unfriendly in that, and their conduct in seizing American vessels was not harsh, as borne out by the support of the British government on inquiry into every case. The President's message is an interruption that puts a fatal mark across the page of unrestricted reciprocity and leads the people of Ontario to believe that after all, with all the cries of ruin, the national policy, of making it a united country from the Atlantic to the Pacific, was a much better policy for the country than to hand over its destinies to a people who are ready to sacrifice them to their own political exigencies.

MONTREAL, Aug. 30.—Sir Henry Tyler, accompanied by Mr. Hickson and other G. T. R. officials, went west this morning in order to enable the president to make an inspection of the Midland section between Montreal and Toronto. The Northern section will be inspected afterward, the party proceeding to the Sault, where the international bridge will be inspected and arrangements concluded for making it a site for the terminus of the line.

SEABOARD, Aug. 30.—The Seaboard foundry, owned by Thomas Hendree, was burned this morning. Loss, \$7,000; insured for \$1,200.

CHATHAM, Aug. 30.—The saw mill and two dwellings owned by Wm. Flatu, were burned last night. Loss, \$10,000; insurance, \$1,500.

MONTREAL, Aug. 30.—The funeral of Miss Archibald and Mr. Hitten, drowned in Lake Memphrango the other day, took place this morning at the Methodist church on St. Catherine street, and was very largely attended by friends of deceased, who were both very popular among the young people of the city.

KINGSTON, Aug. 30.—Abram Shaw, surveyor of this port, who has returned from a trip by rail to Montreal, modestly relates a thrilling experience in the Ottawa rapids. He took a small boat from St. Zolique to Valleyfield, was upset on the passage, got on the bottom of the boat and endeavored to reach land. Failing to reach Valleyfield or Clark's island, he plunged into the south channel of the Ottawa rapids, nearing the "Green chute," and was soon plunging through, one moment under water the next in the air. He was wounded in the fleshy part of the hand by the boat hook when coming down the rapids. When he at length got through them she was rescued and though much exhausted soon recovered. People who saw his plunge into the rapids were prepared to look for his dead body. Pilots in the vicinity consider the feat a marvellous one.

TORONTO, Aug. 30.—The political picnic at Hagersville, Halton county, yesterday, in honor of Dr. Montague, was a great success, and attended by over 5,000 people. Speeches were made by Langevin, Thompson, Montague, Boyle and McCallum.

OTTAWA, Aug. 30.—Another warrant has been issued against E. S. Cox, this time at the instance of an Oakville lady, who claims Cox defrauded her of \$700 given him to find a safe investment. Other charges will likely be prepared by people in Montreal and Guelph. Mr. Murdoch renewed his application for habeas corpus for Cox, but Judge McMahon reserved decision.

TORONTO, Aug. 30.—All the papers in this city condemn Laurier's verbal surrender to the States at St. Thomas, the Globe being especially strong in its denunciation of the unpatriotic language of the Liberal leader. The Mail also, though the organ of the annexationists' views, deprecates Laurier's language and upholds the government in no half-hearted manner.

OTTAWA, Aug. 30.—General Middleton has decided that the officers of the Governor-General's Foot Guards, who resigned, committed no breach of discipline. Colonel Macpherson, commander, has not been disposed of.

TORONTO, Aug. 31.—It is rumored that

owing to the continued illness of Mr. Pardee, Lieut.-Col. Gibson, M.P.P., of Hamilton, will enter the Ontario government as commissioner of crown lands.

QUEBEC, Aug. 31.—A rumor is in circulation that Premier Mercier is fixing up matters prior to another trip to Europe next month.

QUEBEC, Aug. 31.—Roberdale, Lake St. John, reports continued rains for the last eight days, rendering roads impassable. Sunday there was a heavy gale of north wind, followed by a sharp frost, doing considerable damage.

QUEBEC, Aug. 31.—L'Eveque's call attention to the desperate state of things in a parish not far removed from Quebec. It says: In a parish not very far removed from us unlicensed grog-sellers are revenging themselves on those who are endeavoring to get them fined and punished for not complying with the law by setting fire to houses and otherwise damaging property. Within the last fortnight they have burned four or five houses belonging to parties who laid complaints against them for selling liquor without a license. It seems to us the authorities should step in to punish in the severest manner the guilty parties.

MONTREAL, Aug. 31.—The hero of the Tournai frauds, Canon Bernard, is in the city. He has just been liberated from a Belgian prison after serving four years for embezzling half a million francs from his bishop. Bernard comes here, it is said, for the purpose of taking action against certain brokers with whom he negotiated the stolen bonds, and who, he claims, have funds in their possession belonging to him. Goodhue, a lawyer who went from here to Belgium and negotiated a settlement with Bishop Dumont, of Tournai, is in South America, and has, it is said, squandered his share of the commission, which amounted to nearly \$100,000. Brokers who Bernard talks of suing say they have nothing to fear and have no money belonging to him.

KINGSTON, Aug. 31.—John Leonard, of Bolingbrook, shoemaker, upwards of 75 years of age, married a Mrs. McCarthy, about the same age. He had seen her only once before proposing. This is Mrs. Leonard's fourth marriage. She has seventeen children, her previous names being McCoy, McWhitty and McCarthy.

TORONTO, Sept. 1.—In view of the treatment accorded William O'Brien by the city property committee when on a visit here, the Catholics of Toronto propose to erect a large hall at a cost of \$75,000. A stock book has been prepared and subscriptions for shares are asked for.

TORONTO, Sept. 1.—The contract for doing the Ontario Government's printing and book-binding for five years was let to Warwick & Sons yesterday for \$27,000 per year.

TORONTO, Sept. 1.—Yesterday it was wired from Chicago and reported among commercial dealers that the Manitoba wheat crop had been almost entirely destroyed by frost the week previous. Telegraphic inquiries were sent to a dozen different points in Manitoba and the Northwest, and the same reply was received from all. The story was a pure fabrication. There was no sign of frost, and the crop was being harvested in excellent order.

KINGSTON, Sept. 1.—Mrs. Youmans, the temperance lecturer, is seriously ill at Pictou. She has been confined to her room for eight weeks, and there are serious doubts of her recovery. Mrs. Youmans is over 60 years of age. During the past twelve years she has done great temperance work, visiting Great Britain, British Columbia and nearly every state in the United States and every country in the Dominion.

KINGSTON, Sept. 1.—Henry Smith, of Nanapan, getting over a drunken spree, drank a bottle of medicine prescribed by an Indian doctor for his daughter, and died instantly. The bottle is supposed to have contained belladonna.

OTTAWA, Aug. 31.—An interview with a member of the cabinet elicited the impression that Canada would not retaliate even should the States pursue non-intercourse. By adopting this line of action the United States would lose the Canadian transit trade, although Canadian railways would still enjoy their former share of the American traffic.

KINGSTON, Aug. 31.—Kingston was visited by an electric storm of great severity this morning. The rain came down in torrents and lightning flashed most brilliantly. Mrs. Stevenson, Brock street, was struck and rendered unconscious. The Vaughn terrace, Princess street, was struck and the chimney knocked off and some damage done to the house inside. George Smith, Hallett, McLean, Mrs. Johnson and the Misses Smith, occupants, were all stunned, but soon recovered.

MONTREAL, Sept. 1.—The court of Queen's Bench, which opens to-morrow, will be one of the most important of late years in the number of cases, which include the Caza, Jacob and Kehoe trials for murder and that of Picheur, the defaulting teller of the Providence bank, for bringing stolen money into Canada. Chief Justice Dorian will preside, and in the absence of Crown Prosecutor Greenhalgh in Europe, N. W. Trenholme will represent the government.

BELLEVILLE, Sept. 1.—Levi McConnell, a respected resident of Rawdon township, fell from his chair as he sat in the division court room at Stirling, and when picked up it was found that he was dead. The deceased had just given his testimony in a case in which he was plaintiff, and his wife had taken the witness box. He was a large man, weighing about 350 pounds. Apoplexy is assigned as the cause of death.

MONTREAL, Sept. 1.—F. Beaudoin, grocer, Point St. Charles, and three of his assistants were poisoned through eating canned mackerel a day or two ago. Mr. Beaudoin first went to tea, took a little of the mackerel, which he did not like, and became ill. His three clerks followed, partook of the fish and became violently sick. The explanation of the affair is that in soldering the ends of the tins the acid, which is used instead of resin, got into the fish.

MONTREAL, Sept. 1.—Dennis Barry was sworn in this morning as district magistrate for Montreal.

QUEBEC, Sept. 1.—Renowned cabinet changes are announced this morning. It is now said that Hon. Mr. Garneau, who is weary of office and wants to retire, will be succeeded by Hon. L. P. Pellerin; also that

Mayor Langelier is to enter the cabinet as attorney-general, Hon. Mr. Turcotte being shelled with a fat berth.

SASKIA, Sept. 1.—The reported resignation of Hon. T. B. Pardee as commissioner of crown lands is not correct. Pardee is here, and if anything, has improved in health during the past week.

QUEBEC, Sept. 1.—A young farmer, of St. Foy, carried off a neighbor's daughter and made a bee line for Uncle Sam's domains. The enraged parent of the girl is after the fugitives.

OTTAWA, Sept. 1.—Word has been received here that the confederation delegates will leave Newfoundland on the 15th or 14th prox., and they may, therefore, be expected in Ottawa about the 19th. It is understood that the first business of the government will be to appoint a sub-committee of the Privy Council to discuss with the Newfoundland representatives the whole question of union and endeavor to arrive at a basis of agreement.

OTTAWA, Sept. 1.—The American tug Gladstone has been seized by the special officer of customs in the Georgian bay for towing a log raft from French River, Ont., to Midland, without reporting or clearing at either port. The sub-collector at Algoma Mills has charge of the vessel pending a deposit of \$400 on her release by the department.

## AMERICAN.

NEW ORLEANS, Aug. 29.—A special from Jacksonville to the Picayune says this morning's list of 21 new cases, with 16 others reported up to noon, has again set the people panic-stricken in every direction. To day's train for the north was well filled with refugees.

JACKSONVILLE, Fla., Aug. 29.—Thirty-three new cases were reported to the board of health for the twenty-four hours ending at 6 o'clock this evening. There were four deaths. Leading colored citizens to day organized an auxiliary relief association.

WASHINGTON, Aug. 29.—The sub-committee of the House committee on foreign affairs this afternoon completed their work of perfecting the Wilson bill, giving the President additional power under the retaliation act. The completed bill will be submitted to the full committee to-morrow morning, and members of the committee say the bill will likely be reported to the House to-morrow and be acted upon without delay.

PHILADELPHIA, Aug. 30.—In the Journal of United Labor to-day Mr. Powderly makes a demand for the publication of the Pacific railroad commission's report, and says he recently heard it positively stated that "if the people of the United States knew what was contained in that report in the way of exposures of fraud and treachery to the government," they would march on Washington and hang to a lamp post every congressman and senator who had a hand in the damnable work that has caused the report to be such a terror to politicians as to make them tremble at the thought of its publication.

SAN FRANCISCO, Aug. 29.—Seven thousand dollars worth of contraband opium was seized yesterday by customs officers. An officer on the China steamer City of Sydney and two employees of the Pacific Mail company were arrested for trying to smuggle the drug, and it is expected that the report will follow. It has been known for several days that opium was concealed on the steamer, and officers have been watching to catch the smugglers. Yesterday they attempted to land the plunder. One named O'Brien tried to bribe the officer on watch, another named Neagle slipped under the stern of the steamer, and a small boat and received a large package of opium. The officer fired at Neagle, and the latter capsize his boat in his efforts to escape. A search party found five packages of opium on the steamer ready to be sent ashore, and valued at \$7,000. Both the men arrested bore good reputations. Others higher in authority are believed to be concerned, and the officers claim to have discovered a clue to a big opium ring backed by wealthy San Franciscans.

CHICAGO, Aug. 30.—The Globe's special from Dublin says: A force of soldiers evicted five families from the estate of Lord Clonricade at Woodford to-day. An aged sick woman was dragged from her house and placed on the roadside. The English visitors to Woodford, who witnessed the eviction, carried the woman to a place of shelter, and expressed their feelings in strong language. Ten persons were arrested for resistance and interference.

CHICAGO, Aug. 30.—A London cable to the Globe says: It now seems to be a fact that the old world needs from 70 to 80 million bushels more than the harvests of the year will produce. To put it in another way, the countries which always have a surplus of wheat must this year buy some 370 million bushels, while the countries raising more than they consume will have about 250 million to sell. The annual international grain market, held in Vienna on Monday, gave estimates of the yield of the world, which varied only in a few particulars from those already given, the chief difference being in the uncertain countries. On the other hand, the real estimates of the French harvest seems much worse than reported at Vienna, and the same is obviously even more true of England. Tuesday's terrific storm of wind and rain ended whatever chance remained of decent crops in Great Britain, and the English must now import at least 170 million bushels.

WASHINGTON, Aug. 30.—The Senate to-day resumed consideration of the President's retaliation message and Mr. George concluded his unfinished speech of yesterday. He held that if the President was to undertake to suspend the operations of the section he would be assuming powers denied to him by the constitution of the United States. He referred to section 3,003 of the revised statutes, which allows the transit of goods through which the President may, without paying duty, Senator Cullum addressed the Senate on the same subject. He referred to the United States as being destined to dominate the American continent. He said the time was not far distant when the Canadian provinces would become part of the United States. Mr. Cullum thought that the President's message might be fairly taken as evidence that even he had become satisfied that the treaty was a mistake. The senator then turned himself to the details of the subject at length, going into the question as to whether the secretary of the treasury had

not the power to prohibit shipments from Canada to United States ports for exportation, holding that he had power to prohibit such transits.

LITTLE ROCK, Ark., Sept. 1.—Visitors arriving from the hot springs say the desolation is beyond description. Thirteen people have been drowned, mostly colored. Nine bodies have been recovered. Owing to the confusion it is impossible to learn the names of the drowned or the amount of damage done. Houses along the central street were badly undermined and rebuilding is necessary. The telegraph is down and particulars are impossible.

NEW YORK, Sept. 1.—President Gibbons, of the American Annexation society of New York, made an address on the President's retaliation message before the Cleveland and Thurman club in Hoboken last night. He endorsed Cleveland's administration, and declared that the satisfaction which the President demands for every insult to American citizens means the calling out of 50,000 men and a march upon Canada.

CLEVELAND, Ohio, Sept. 1.—A terrible accident occurred here this morning. A 25,000 barrel tank collapsed and caught fire, the burning oil spreading in all directions. Eight lives are reported lost in the flames and a number of others were injured. Help has been sent from Findlay, Lima and adjacent towns.

DENVER, Col., Sept. 1.—It is learned that Arthur White, 19 year old youth, who absconded with \$10,000 of the property of the banking firm of Kittridge & Co., has been arrested at Victoria, B.C., and \$5,000 recovered. An attempt to extradite him will be made.

WASHINGTON, Sept. 1.—Mr. McCreary, from the committee on foreign affairs, reported back to the house to-day the retaliation bill, and it was made a special order for Tuesday next.

CHICAGO, Sept. 1.—Samuel Bliss, a large sugar manufacturer, made a voluntary assignment this morning. The assets are placed at \$125,000; liabilities the same.

## FOREIGN.

LONDON, Aug. 29.—The Canadian football team has arrived at Belfast from Glasgow, all in good health. They play the first match on Saturday and two others next week, after which they return to Scotland. Keen interest is felt and every effort will be made to secure influential support in the various matches.

Sir John Rose was buried to-day in Guilford cemetery, in rear of his first wife's grave. The funeral was of a simple character, most of the members of the family being present, and many wreaths, including one from the Prince of Wales, were laid on the grave.

DUBLIN, Aug. 29.—A force of soldiers and police evicted families from the estate of Lord Clonricade and Woodford to-day. An aged sick woman was dragged from her house and placed on the roadside. English visitors to Woodford, who witnessed the evictions carried the woman to a place of shelter, and expressed their feelings in strong language. Ten persons were arrested for resistance and interference.

CAIRO, Aug. 29.—A party of Derwishes, numbering 200, recently attacked an Egyptian fort near Wady Half, capturing a portion of the works. Reinforcements arrived from Wady Half and the Egyptians were repulsed, the Derwishes killing 100 of them. The Egyptian loss was 16 killed and 27 wounded.

PARIS, Aug. 30.—M. Goblet, Minister of Foreign Affairs, has issued his reply to Premier Crispin's note announcing the occupation by Italy of Massowah. M. Goblet says that he wishes to avoid the use of irritating polemics and does not desire to prolong the debate, but that it is impossible to avoid re-considering the fact that the French consulate at Massowah was sanctioned by the Porte twenty-five years before the Italian occupation.

LONDON, Aug. 29.—Sir Charles Tupper, Canadian Commissioner, has been made baronet, Minister West has been given the Grand Cross of the order of St. Michael and St. George and Messrs. Thompson, Canadian Minister of Justice, Winter and Be have been made Knight Commanders of the same order. These honors have been conferred in recognition of service rendered by the recipients as members of the fisheries commission.

PARIS, Aug. 28.—A strange fatality seems to follow the ex-communists. The other day Gen. Eudes, while making a fiery speech, died by the bursting of a blood-vessel. The day before yesterday Citizen Cene, another lieutenant of the commune, was making Communist speeches to a Socialist crowd when he suddenly turned pale, and down he fell dead. The cause of his death was the bursting of a blood-vessel.

LONDON, Aug. 31.—A dispatch from Vienna says the city of Tarnopol, in Galicia, was visited by a terrible fire yesterday, in which one hundred and fifty houses were destroyed. Two hundred families were left without shelter, and one man probably fatally injured. The present estimated loss is \$2,500,000.

LONDON, Sept. 1.—A hurricane occurred in Algoa Bay, South Africa, on the 30th inst., during which a number of vessels were wrecked. Among them the British bark Jane Harvey, from Capetown, which arrived there July 25, and the Swedish bark Natal, which sailed from New York, May 14th, for Port Elizabeth.

LONDON, Sept. 1.—The British steamship Cairo, from Cardiff, and the British steamship Snaresbrook, from Odessa, collided four miles from Tariff last evening. The Snaresbrook was sunk and eleven of her crew drowned. The remaining ten were landed at Gibraltar by the Cairo. A heavy fog prevailed at the time.

PARIS, Sept. 1.—Chevreul, the chemist, is 102 years old. Col. Lamont, on behalf of the Washington National Institute, presented Chevreul with an address of congratulation. He informed Chevreul that Keeley, of Philadelphia, had invented an aerial motor.

SAKIM, Sept. 1.—Further reports from Khartoum are to the effect that the Mahdi has sent three expeditions against the men in Bahr, El Khosel province, and had been repulsed.

LONDON, Sept. 1.—London is exceedingly dull. No one of importance is in the town, and the newspapers, though no one can accuse them of ever being sentimental, lack even their usual interest. A little idle speculation on the Bismarck-Kalnoky Crispi

meetings, a faint echo of comment on President Cleveland's recent message and a daily item regarding the marvelous train service between this city and Edinburgh, constitute about all the London press find to talk about. The Scotch press, however, find plenty to fill their columns with, and most elaborately detail the movements of their sovereign, who has been gracious enough to pay Scotland a visit. The loyal Scotch are greatly interested in reading how Her Majesty conducted herself at the Glasgow exhibition, what she did and how she did it. All is faithfully reported and her every action noted. If this portion of Her Majesty's subjects are sometimes complained of by English Tories for their rather open sympathy with the Irish home rule, nobody can doubt their loyalty or their reverence for Queen Victoria, whenever she deigns to go among them.

## Cable Notes.

The mutiny at Lorenzo Marques has been quelled.

The Parnell defence fund was augmented on Thursday by \$200.

China refuses to ratify the American treaty restricting immigration.

Sir John Scoville Lumley, lately British ambassador at Rome, has been raised to the peerage.

British, German and Austrian squadrons will make a visit shortly to the principal Italian ports.

The last-born son of Emperor William was baptized on Friday. He was named Oscar Karl Gustav Adolph.

M. Vechar, the socialist, with five of his companions, has been arrested at Amiens for inciting workmen to strike.

Herr Liebknecht, socialist editor of Volksblatt, has been elected for the reichstag by a vote of 26,067 out of 41,791.

The colliers' strike at Ebbwvale still continues. The strikers were not satisfied with the terms of settlement agreed upon by their company, and refused to accept them.

## RETALIATION.

Democratic Members Prevent Abrogation of Privilege Shipment in Bond.

WASHINGTON, Aug. 30.—Chairman Belmont was present this morning and presided over a meeting of the house committee on foreign affairs. The sub-committee, to whom was referred the Wilson retaliation bill, reported a substitute to the full committee.

In presenting the substitute to the full committee Chairman Belmont stated it met with hearty approval, as it was similar to the bill he introduced in the last Congress with the retaliation act which was unanimously passed by the house, but was amended by the Senate so as to deprive it of the railroad clause, which accelerated further legislation now. The committee in reaching its conclusions embraced in the substitute divided but once. The Republican members proposed that the department of State notify the Canadian government that the 27th article of the treaty of 1871 relating to the shipment of goods in bond has been abrogated, and this was voted down by the Democratic members. On the final adoption of the bill there was a unanimous affirmative vote of the committee. The committee reported the bill to the house this afternoon and recommended that it be taken up for consideration next Saturday.

The bill provides that whenever the president may deem it his duty to exercise any of the powers given to him by the act entitled an act to authorize the President of the United States to protect and defend the rights of American fishing vessels, American fishermen, American trading and other vessels in certain cases and for other purposes, approved March 3, 1887, it shall be lawful for the President, in his discretion, by proclamation to that effect, to suspend, in whole or in part, the transportation across the territory of the United States in bond and without payment of duty, of goods, wares and merchandise imported from any foreign country to or from the British Dominion in North America.

Section 2.—Whenever the President shall be satisfied that there is any discrimination whatever in the use of the Welland canal, St. Lawrence river canals, Chambly canal, or either of them, whether by tolls, drawback, refund of tolls or otherwise, which is or may be detrimental to the interests of the United States or any of its citizens, it shall be lawful for the President, in his discretion, to issue a proclamation to that effect.

effect, whereupon there shall be collected a toll of 20c. upon every foreign vessel and her cargo passing through either the Sault Ste. Marie canal or St. Clair Flats canal, and the Secretary of the Treasury may authorize and direct any of the customs officers to collect tolls levied under this act, or the President may in his discretion when he is satisfied there is any such discrimination, prohibit the use of said canal to any such foreign vessels. The President, when satisfied that such discrimination has ceased, may issue his proclamation to that effect in his discretion, whereupon the tolls authorized by this act shall no longer be collected, and said prohibition or order shall cease.

Sec. 3.—The secretary of the treasury is authorized to make any regulations needful to carry this act into effect.

[NOTE.—It will be seen from the above that the prohibition does not, apparently, apply to shipments in bond from one portion of the Dominion to another, and consequently will not affect the Northern Pacific and Manitoba. In any event, the President may prohibit in whole or in part, and is not likely to do anything to injure U. S. railroads.—Etc.]

The American tug Gladstone has been seized by the special officer of customs in the Georgian bay, for towing a log raft from French river, Ont., to Midland, without reporting or clearing at either port.

A deficit of cash is reported on the part of Andy, receiving teller of La Banque Nationale, Quebec. Twelve thousand dollars is the amount short, and Andy has disappeared. He was an old and trusted employee.



## HER MAJESTY AT GLASGOW.

Accorded a Right Royal Reception—Visit to Blythwood House.

The Royal Carriages—Route of the Procession Through Glasgow.

GLASGOW, Aug. 22.—The Queen arrived at Blythwood this morning on her way to this city, where she will visit the exhibition this afternoon. The day is pleasant.

Gen. Sir Henry Ponsonby, the Queen's private secretary, has refused to present to Her Majesty a petition signed by the Irishmen of Glasgow praying for the release from prison of John Dillon.

FROM OSBORNE TO GLASGOW.

Her Majesty and suite left Osborne last evening, and travelled from the south coast to Blythwood, where she reached about half-past eight o'clock this morning. Carriages from Windsor Castle were provided for the conveyance of the Royal visitors, who drove at once to Blythwood House, the seat of Sir Archibald Campbell, which is about a mile from the station.

Four Royal equipages and about twenty horses were required for the Queen's procession to the exhibition. The horses supplied from the Buckingham Palace Menagerie were sent from London by special Northwestern train to Glasgow the day preceding that fixed for the departure of the court from the Isle of Wight. Her Majesty and the other members of the Royal party occupied two landaus, each of which was drawn by four handsome bay horses equipped in black and brass harness, while the suite followed in a couple of other carriages. The postillions and outriders were "Scottish State" liveries.

ARRIVAL AT GLASGOW.

Her Majesty and suite arrived at St. Enoch station at 3:50 p.m., and were received by Lord Provost Sir James King, Lady King, Sir Edward Colebrook, lieutenant of the county; Sheriff Principal Berry, and Major General Anselmy, commander of the forces in Scotland, all of whom were present to Her Majesty by Sir Archibald Campbell. Thereafter the royal party entered the carriages in waiting within the station, and drove via St. Enoch square, Buchanan street, St. Vincent place, George square (south side), to the front entrance of the new municipal buildings, by which the carriages entered. Within the building Her Majesty received an address, and the magistrates were presented to her. The carriages left the building at 4:30 by the north entrance to George street, and proceeded, via George street, north side of George square, West George street, Buchanan street, St. Vincent street, Renfield street, Sauchiehall street, Woodside crescent and terrace, Clarendon terrace, Park garden, and the carriage drives in Kelvingrove park from half-past 2 o'clock afternoon till half-past 5 o'clock afternoon; (2) the part of the carriage drive in the Kelvingrove park from the exhibition car entrance to the Kelvingrove Gate, Kelvingrove street, Dunbarton road (east of Kelvingrove street), Main street, Argyle street (west of Buchanan street), and St. Enoch square, from 5 o'clock afternoon till after the Queen has left the city. On Friday, 24th instant, the following streets will be closed: St. Enoch square, Argyle street (west of Buchanan street), Main street, and Dunbarton road (east of Kelvingrove street), Kelvingrove street, the part of the carriage drive in the Kelvingrove park from the Kelvingrove gate to the exhibition car entrance, and the part of the road or drive in said park from the north entrance to the exhibition grounds to University avenue, from 10 o'clock forenoon till after the Queen has left the city (probably about 2 o'clock).

AT THE EXHIBITION GROUNDS.

Her Majesty was engaged within the exhibition till 6:30, when the procession left for St. Enoch station by the gate near to the park entrance in Kelvingrove street, proceeding along Kelvingrove street, Dunbarton road, Main street, Argyle street and St. Enoch square to the station. At St. Enoch station none but those authorized were allowed on the arrival platform, or within the reserved space. No persons were allowed within George square, except outside the barricades on the south and north sides. In Kelvingrove park, outside the exhibition, foot passengers were not allowed to enter the Prince of Wales bridge, and no person was allowed to enter the park, outside the barrier leading from the turnstile at the Hillhead entrance to the Prince of Wales bridge. Season ticket holders were allowed into the exhibition grounds north of the Kelvin, but not across the bridges to the exhibition building, and no person was allowed within the barriers. The two bridges and the grand entrances were also kept strictly closed. Holders of complimentary tickets for the grand hall entered by Gray street only. Within the exhibition ticket-holders were conducted to the places set apart for their accommodation, and were not allowed to move about. Both passages of the grand avenue, between the dome and the grand hall, were preserved, and also the passages leading to the art galleries, the female society and artists' sections, which Her Majesty visited. On Her Majesty's passing beneath the dome towards the art section, the barriers were drawn across the passages to prevent persons following the royal party from the grand hall or stalls. A sergeant, followed by four constables almost, preceded the procession in the exhibition, and a sergeant and two constables brought up the rear four deep, and prevented people following the royal party.

THE PRIVATE VISIT ON FRIDAY.

While the Queen pays her private visit to the exhibition on Friday, Her Majesty and suite will arrive at St. Enoch station at 11:20 a.m., and immediately proceed to the exhibition via St. Enoch square, Argyle street, Main street, Dunbarton road and Kelvingrove street, entering the exhibition by the gate in the barricade near to Kelvingrove street, about 11:30. Her Majesty will remain in the exhibition till about 1 p.m., and will return by the same route, reaching the station about 1:30. The whole of the exhibition grounds are to be kept strictly private. That portion of the route which Her Majesty is expected to take between the Hillhead entrance to the exhibition and the art galleries is to be kept strictly private, and will be properly protected, and constables will be stationed on the carriage drives along which Her Majesty is expected to pass. In all probability the royal party, on entering the exhibition grounds, will drive past the front of the building, through the Professor's court, and return by the drive at the back of the building to Sir William Pearce's site.

THE POLICE ARRANGEMENTS.

Altogether 1,188 members of the police were on duty to-day, of whom 1,050 were at the railway stations, along the route of the processions, and within the exhibition. The remaining 138 were on duty in the police offices and at points on the streets. The chief constable, the superintendents of all the divisions (except the Marine), as well as two inspectors, two sergeants, and 43 constables, or 54 men in all,

were on horseback. Under Mr. Boyd's directions, Inspector McConkey had charge of the mounted men. Four constables preceded the procession, and they were immediately followed by the chief constable, flanked by two mounted inspectors. Six constables followed behind the procession in line, so as to prevent the crowd approaching the carriages. The mounted men, stationed at various parts of the route, also fell in so soon as the procession passed. The policemen stationed along the route remained at their posts five minutes after the passing of the procession to prevent the crowd following it.

BREAKS IN THE BARRICADES.

Along the route of the procession through the city there were breaks in the barricades left opposite some of the cross streets for the purpose of affording facilities for the movements of the military, the volunteers and the police. There were two policemen in charge of each of these breaks, to prevent persons unauthorized going inside the barricades. The following were the breaks: Argyle street, at Buchanan street, West Campbell street and York street, and Jamaica street and Union street; George square, at South Frederick street and John street; Buchanan street, at St. George's place, north end; St. Vincent street, at Renfield street; Renfield street, at West George street, both sides; Sauchiehall street, at Renfield street, Cambridge street, Douglas street, St. George's road, and North street; Clarendon terrace, at Clifton street, south side; Kelvingrove street, at Sandyford street and Sauchiehall street; Dunbarton road, at Clarendon street and Elderslie street; Main street, at Bishop street.

THE CIVIC PROCLAMATION.

The Lord Provost and magistrates issued a proclamation stating that the undermentioned streets were closed for traffic (except for cross traffic under police regulations) as follows: (1) St. Enoch square, Argyle street (crossing from St. Enoch square to Buchanan street), Buchanan street (between Argyle street and West George street), St. Vincent place, George square (all sides), George street (west of John street), West George street (between George square and Buchanan street), St. Vincent (east of Renfield street), Renfield street (between St. Vincent street and Sauchiehall street), Sauchiehall street (between Renfield street and North street), Woodside crescent, Woodside terrace, Clarendon terrace, Park garden, and the carriage drives in Kelvingrove park from half-past 2 o'clock afternoon till half-past 5 o'clock afternoon; (2) the part of the carriage drive in the Kelvingrove park from the exhibition car entrance to the Kelvingrove Gate, Kelvingrove street, Dunbarton road (east of Kelvingrove street), Main street, Argyle street (west of Buchanan street), and St. Enoch square, from 5 o'clock afternoon till after the Queen has left the city. On Friday, 24th instant, the following streets will be closed: St. Enoch square, Argyle street (west of Buchanan street), Main street, and Dunbarton road (east of Kelvingrove street), Kelvingrove street, the part of the carriage drive in the Kelvingrove park from the Kelvingrove gate to the exhibition car entrance, and the part of the road or drive in said park from the north entrance to the exhibition grounds to University avenue, from 10 o'clock forenoon till after the Queen has left the city (probably about 2 o'clock).

THE CIVIC REPRESENTATIVES.

The magistrates, having resolved to leave the representation of the city at St. Enoch's station to the Lord Provost, did not therefore appear on the platform as was originally intended. At the new municipal buildings in George square, in addition to the magistrates of the city, the River Ballie, the Deputy River Ballie, the Lord Dean of Guild, the Deacon Convener, the Treasurer, and the Master of Works, Mr. W. Young, the architect of the building, were presented to Her Majesty. He wore court costume. Accommodation for a limited number of spectators was provided in the quadrangle. After the ceremony at the municipal building the magistrates and council drove by Argyle street to the exhibition, where they were conducted to the seats reserved for them. Sitting accommodation was also provided in the exhibition for the Lord Provost and magistrates of Edinburgh, the provosts of leading Scotch towns, the provosts of several of the large English towns, and the mayor of Belfast, all of whom were their robes of office.

NEW ROBES OF OFFICE.

In honor of such an important occasion as the visit of Her Majesty, it had been thought desirable to get what were practically new robes for the magistrates of Glasgow, those in use being considered at all factors in appearance. The robes, of being maroon color as before, the new robes are made of black corded silk, lined inside with white satin and trimmed externally with ermine that adorns the present magisterial garments. For the decoration of the city in a manner worthy of the royal visit the magistrates set aside £1,100. A handsome floral arch was erected at St. Enoch square, and another at the entrance to George square, while a third spans Sauchiehall street, at its highest point near the corporation galleries. All along the route of the royal procession private citizens suitably adorned the fronts of their dwellings; special decorations, however, were provided by the corporation in Dunbarton road, Main street (Anderson) and Argyle street.

WHAT MIGHT SAY.

Merely a Combination of the St. P., M. & M. and C. P. R.

Solicitor McNaught, of the Northern Pacific, on his return to St. Paul said: "W. C. Clough, of the St. Paul, Minneapolis & Manitoba road, went to Winnipeg to make the government an offer in behalf of his company for the Red River Valley line. He made them an offer several days ago, which was rejected. This new offer is probably the result of a combination between the Manitoba road and the C. P. R. to cut us out. These two roads have had a monopoly of the province for so long that they naturally object very strongly to our getting a foothold there. The Manitoba road has been using the Canadian Pacific tracks into Winnipeg for years, and the two roads have divided the profits of the provincial business. I have no doubt whatever that the C. P. R. of the service the preacher announced that the Calgary presbytery would meet on September 5 to moderate on the call of Rev. J. C. Herdman to the pastorate of Knox

## A CANADIAN VIEW OF IT.

Minister of Fisheries Tupper Expresses His Opinion Upon Cleveland's Jingo Message.

HALIFAX, N.S., Aug. 27.—Minister of Fisheries Tupper arrived here yesterday from Ottawa. He regards the President's message as a campaign document. As evidence of this he pointed out that while the United States fishing vessels are prohibited from transshipping their catch through Canada or from purchasing bait, no mention is made of the licenses which are so freely granted for these purposes during the present season, and of which nearly all the American bank vessels avail themselves.

"But that's only a temporary arrangement," was suggested.

"Yes; without any treaty arrangement we have done this for our own nation to show our desire for a fair and honorable settlement of the whole controversy. Tupper, again, one would suppose from the President's message that Canada had no Atlantic ports, and that we were dependent upon the Gulf of St. Lawrence, and so cut off from the ocean in winter, whereas we have railway communication from ocean to ocean through Canadian territory, and many since as the negotiations of the treaty of Cleveland it was asserted that the State Legislature alone could deal with this. So the American plenipotentiaries only undertook, for the Federal government, to urge a certain course of treatment to be adopted by these authorities. As further proof, however, of the purely party and political nature of the document, one has only to remember that President Cleveland and the Democratic party previous to the passage of the retaliatory bill were convinced that Canada was carrying out the fishery protection service in an exasperating and harassing manner to United States fishing vessels, yet President Cleveland abstained from taking any action at that time, and now the Democratic party is opposing the president and his party, has not only agreed to a fair and honorable settlement of the fishery question, but during this season not a single complaint has been made by the Americans to the British government of the treatment of their vessels by Canada, yet now comes down with retaliation. No doubt one reason why there has been no complaint is that American fishermen have learned that the Canadian government can not be prevented from guarding Canada's fisheries, and vigorously enforcing the treaty and to govern themselves accordingly. Under the circumstances, when the friction had almost ceased and with the Democratic party as a whole united with Canadians so far as almost matters are concerned between the two countries, it is impossible to believe that the President would now do what he hesitated to do under the extraordinary powers already possessed by him. In fact, the whole thing looks like the position of the Republican party, as described by Senator Vance. Two men were playing 'old sledge.' One found the other with a marked card, and challenged his reason for such outrageous conduct. The reply was: 'Well, Bill, we stand six and six, and I had to do something.'

"But suppose President Cleveland obtains the power and enforces retaliation?" was asked.

"We can stand it if the United States can," replied he. "They are the more prosperous and richer country, no doubt; still the unsettlement of trade will be felt more in the United States than in Canada. The Canadian system has secured such a large proportion of their railways because of the independence of American people on these Canadian railways in the States, that to embarrass these railways will mean embarrassment of large American interests. Twenty four years ago the Republicans thought we would be crippled in British North America by the abrogation of the reciprocity treaty, and so likely that that even the Canadians also entertained the fear, some leading men even going so far as to advocate annexation to the United States, which was the apparent object of the Republicans. The result, however, has been not only to extinguish the sentiment of annexation, but to consolidate the British provinces into a nation, construct the Intercolonial and Canadian Pacific transcontinental railways, deepen and improve the canal system, and build up our country to such a degree that not only is our financial credit second only to the United States in the English market, but we have been enabled to attain such an importance that our affairs in the present presidential contest are entered only in the Mills Tariff bill. From a position of comparative insignificance which the province held, we have become rivals of the second commercial nation in the world. We have every reason, therefore, to believe that, notwithstanding temporary injury from this hostile legislation, our national interests would be strengthened, our already large shipping interests still further increased, and our independence so greatly demonstrated that in the future we would be as self-contented a people as our neighbors to the south feel that they are now. If the 3,000,000 or 4,000,000 colonists in 1778 found it safe to not only fight the mother country but to cut themselves off from her commercially and politically, and now feel no regret that they did so, it is not unreasonable for 5,000,000 Canadians, with all their great advantages, to believe that with the active support and union with the British Empire they may be able to stand commercially separate from the United States."

Rev. Dr. King in Calgary.

The pulpit at Knox church yesterday was occupied by Rev. Dr. King, principal of the Manitoba Presbyterian college. Two powerful discourses were made, that in the morning being on "Christian needs," and that in the evening on "Faith." At the close of the service the preacher announced that the Calgary presbytery would meet on September 5 to moderate on the call of Rev. J. C. Herdman to the pastorate of Knox

church. Mr. King expressed the high satisfaction it gave him personally to know that Mr. Herdman was to continue his Christian ministrations in Calgary, a feeling that was fully shared by his fellow-ministers, who recognized in Mr. Herdman a man of exceptional scholarship, earnestness and energy. The church throughout Manitoba and the Northwest would feel gratified to know that a congregation of the importance of that of Calgary was to remain under able charge.—Calgary Tribune, Aug. 27.

AN OLD PROJECT REVIVED.

Proposal to Build a Competing Line with the C.P.R. to Port Arthur. (Port William Journal, Sept. 1.)

Wednesday afternoon last a number of gentlemen from Port Arthur unbundled themselves to a number of our citizens on the question of the proposed railway from Port Arthur to—well, we suppose Winnipeg is the objective point, though it appears the company only intend to construct the road to the Manitoba boundary, where it is expected the Manitoba people will meet it with another line. Messrs. Conmee, M.P.P., D. F. Bark, A. Squier, R. G. Mitchell, G. W. Smith, Merrill, M. Isbister and other Port Arthur gentlemen were present. The meeting was held in the International hotel.

The meeting was called to order and Mr. J. McKellar called to the chair.

Mr. D. F. Bark opened the ball with a neat speech, setting forth the troubles the railway colonization railway had met and their failure to carry out the scheme, and gave a thorough description of the proposed route of the Ontario & Manitoba road. In a few words he showed that the new line would open up a large timber district in the vicinity of Rainy River and would also pass directly through the rich mining district lying between Thunder Bay and Lake of the Woods.

Mr. Gorham followed in a similar strain, enlarging on the advantages of the new route.

Mr. S. Smith was here called on, who stated that a competing line through to the Northwest would be a stimulus for establishing manufacturing enterprises on the line, and until we got a competing line our position would be no better than that of Toronto for manufacturing, and considered that the people here should not place obstacles in the way of the new line simply because the terminus of the road might be at Port Arthur, and stated that the action of the C.P.R. showed that Fort William possessed advantages that would draw the railway business to this point.

Mr. A. McLaren followed in a neat speech, and went on to say that the time had not yet arrived for the two places to shake hands and drop differences, as rivalry still existed, and what was good for one was for the injury of the other. He also endeavored to show what the company would do for us in case a line was given by the municipality, and was in favor of a line to open up the rich mining district, south of the C.P.R., if the same could be had without burdening the people too heavily.

Several others followed in a similar strain, when Mr. Conmee was called on. He stated that the preliminary surveys were now being carried on from the lake of the Woods eastward, and that he had a guarantee from the people of the Northwest as soon as this railway was completed to the boundary of Manitoba it would be met by a line from Winnipeg. He also explained that he had good prospects of completing the road in about a hour, and that \$5,000 per mile could be obtained by subsidies, and that he had proposals for operating the line as soon as constructed, and from his own knowledge of the proposed route the line could be easily constructed, and would pass through a district rich in minerals, timber, etc. He also suggested that a meeting of the citizens of Fort William should be held at an early day to discuss the matter.

INTERVIEWING THE GOVERNMENT.

A Western Deputation Lays the Question of Taxation Before the Government.

A deputation headed by D. McLean, M.P.P. for Winnipeg, waited on the premier and Minister of Public Works, Thursday afternoon in reference to the government's proposed distribution of the grant to municipalities. The deputation was composed of the following M.P.P.'s: McLean, Campbell (Souris), Dickson, Wood, Hettie, Graham and O'Malley. Mr. McLean explained that the government's liberality to the municipalities was duly appreciated, but he understood that in cases where municipalities are indebted to the government on account of judicial levies, it was not the intention to hand over the grant, but to retain the amount of their liabilities out of the grant. Mr. McLean argued that this mode of distribution did not do justice to many districts of the western portion of the province, where large tracts of the land are held by the N.W.L.C. The judicial levies were raised by assessments on all the lands, the N.W.L.C. lands included, and until the question of their liability for taxation was settled the municipalities were not able to pay the levies with the levy on account of the above lands. He produced figures showing that the judicial levies on account of the N.W.L.C. lands since the establishment of the judicial board amounted in some municipalities to \$1,600. It was too bad that they should be deprived of this money until the question of liability to taxation was settled. It was shown that these taxes could be collected from the company, did not ask to be relieved from any portion of their indebtedness.

The other members of the deputation briefly addressed the members of the government on the subject.

The premier and Hon. Mr. Smart assured the deputation that they would consider this important matter, and endeavor to devise some scheme to relieve the municipalities from the apparent injustice that has been done them.

WASHINGTON, Aug. 3.—Representative Scott, of Pennsylvania, introduced in the house to-day, without objection, a bill supplementary to the bill to execute certain treaty stipulations with the Chinese. It provides that no Chinaman who shall hereafter depart from the United States shall return thereto after the passage of the act. Also that no certificate shall be issued to Chinese laborers, and that all these now in force be declared void.



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## NEURALGIA &amp; RHEUMATISM.

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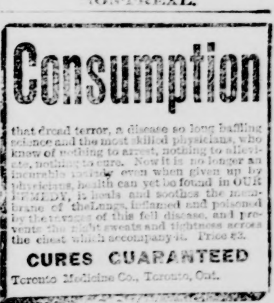


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"So she knows it's the best."  
"Cause her food is the richest, her hair is the best,  
And we eat all the porridge she does eat before us."  
BUT THE BREADMAKER'S YEAST. PRICE 5 CENTS



## Brandon Weekly Mail.

THURSDAY, SEPT. 6, 1888.

CARRIED BY TEN MAJORITY.

The Greenway Government has at length carried through its nefarious Northern Pacific contract, but not without a shattering of its forces, ten opposing the measure and twenty seven supporting it—Messrs. Thompson, (of Carberry) Roblin, Fisher, Campbell, McMillan, Government men voting against the Government. Messrs. Dickson and McLean, of Dennis, stand in exactly the same position that Mr. Thompson stands, having every reason to believe that terminate the scheme may, it can be of no service to their constituencies and only saddle them with a share of the interest on guarantees, and they could not muster courage enough to vote against the Government. To our mind they will both live to see the day they will wish they had voted otherwise, but that day will be too late to save the country from the consequences. Mr. Graham, of South Brandon, of course, voted with the Government, for the simple reason he knows no better—his only knowledge is Grit instinct—to vote as his leaders ask him to, and trust to Providence for the consequences. Mr. Smart, too, had to support the proposition or lose his Cabinet seat, and his three thousand a year is of more importance to him than the interests of the province. Mr. Sifton is capable of judging the matter fairly, but he has pinned his hopes on the good will of the railway Company. If this happens to be a sound bridge it will carry him over, but if it is a rotten branch, as we fully believe it is, down he goes, hopes, ambition and all. Mr. Fisher, the member for Birtle, threw out some valuable hints to the three Brandon representatives in the following remarks, but they appear to have been but so much bated breath:—

"He thought instead of the Morris and Brandon branch the province should have given liberal aid to a line southwest from Brandon to the Souris country. That would have opened up that country, would have given it a market at Brandon and would have led the C.P.R. to extend their southern lines. Also, by connecting Brandon and Rapid City the trade of the Northwest would have been brought into Brandon and a good market built up. He was sorry there was no arrangement in this contract for through rates from points on the M. & N.W. One objection of building to the Portage was to make connection with the M. & N.W., but that seemed to be ignored in this contract. He then referred to the offer of the St. P. M. & M. to give point to his argument that a lease should have been effected, instead of the absolute disposal of the road. He thought the offer of the St. P. M. & M. ought to have fair consideration. Their offer indicates that we might have got a better arrangement with the other road than we have. There is no need for haste. We should have completed the road and then made the best arrangements with any company that might come along. The Government thought the St. P. M. & M. offer was a bluff. Let them put it to the test and they would find out. Let them adjourn this discussion and confer with the St. P. M. & M. and ascertain really what there was in their offer."

We would like to ask the Plum Creek and Brandon Grits in general, to consider well the action of their "Liberal" heroes in ignoring such a proposition as this while voting away a cash expenditure of \$1,200,000 on roads that cannot come nearer than Portage la Prairie, and further provincial credit of \$1,600,000 in case anything further should be realised. If western Manitoba is victimised in this railway deal the Brandon representatives cannot say it is through ignorance, as the dangers have been fully pointed out by political friends and political opponents alike. The electors have now only to watch the proceedings carefully, and learn the results for themselves.

## GREENWAY AND CONSISTENCY.

Mr. Thomas Greenway appears to be a pretty cute one, but withal scarcely cute enough to cover up all his crooked tracks. In his speech in the House on the debate on the address, he said the reason he was returned with so large a majority, was because of the obnoxious course the Federal government pursued towards the Province. He carefully enough avoided all reference to the excellent work done by his dutiful enumerators, and as carefully avoided all reference to the \$100 offered, as declared by the Brandon Sun's correspondent, by one of Mr. Graham's supporters in South Brandon, to a Kirchhofer man if the latter would vote for the loud mouthed religious professor of South Brandon. No, Mr. Greenway made no reference to the dark spots on the escutcheon of the Grit machinery. He next declared the railway scheme he was introducing was to enable the people to derive some of the advantages to naturally accrue from the abrogation of monopoly. It was not then the truth he used to tell the people a few months ago, that if monopoly were only once removed we would have all the roads we wanted without a cent of cost to the country. It now appears that the province with monopoly removed can only have additional roads as the people put their hands in their pockets and build them, and that his pre-election declara-

tions were only what the Conservative candidates declared they were so much falsehood for the purpose of deceiving the electors. Will Mr. Greenway while he has his hand in, only show the people of this province where this thing is going to end? We are now, he says, going to have 250 miles of competing road, that will give competition to all of the province, (if the roads are ever built and retained as competitors) by furnishing \$2,800,000 of credit and incurring a yearly interest on the roads to the extent of the one third of our whole resources. At this rate it will take more than the whole resources of the province to give competition to all corners, and surely one corner is as much entitled to it as another, when the whole province is footing the bill. In dealing with the offer from the Northern Pacific people, the Premier says Mr. Oakes told him the N.P. was anxious to get into Manitoba. Then the following from Kendricks and McNaught, of the same road, as reported in the Winnipeg Sun is not true:

"They had not sought an entrance to the Province. Time and again the Manitoba Government had been knocking at their doors and beseeching them to enter the Province."

"This year the Government had been importunate in following them to effect an arrangement by which they could enter the Province. They would never have been here in first place to make arrangements if the Government had not importuned them."

In is unfortunate this point of veracity between Mr. Greenway and the N. P. men was not settled before the contract was let, as it is very important the public should know who are the liars in this transaction. Mr. Greenway next illustrated what no man ever before him did, and what no man ever after him will do, viz: That if a competing road is brought to one part of a province, competition will extend throughout the whole province, and it is by this kind of sophistry he hoodwinked the western representatives into supporting the contract. Here are his own words.

"It was a mistake that the only points to be benefited by competitive rates would be the particular points which the Northern Pacific would reach, such as Winnipeg and Portage la Prairie. Illustrating he said, suppose the rate from Winnipeg to Montreal, was 46 cents per 100 lbs., reduced by competition to 40 cents; the rate from Deloraine, 50 cents, would have to correspond."

We should be much pleased if Mr. Greenway would furnish practical proof of his illustration, as it is so much at variance with what some of even his able lieutenants held in the late campaign. The best Mr. Sifton could tell the electors at a meeting in Elton was that if a competing road was brought to Winnipeg the C.P.R. could charge but its local rates on wheat from western points of shipment to Winnipeg, and the grain would then be subject to competitive rates easterly. These are the facts and when the local rate say from Virden to Brandon, or from Brandon to Winnipeg is added to the competitive rates from the latter points to the seaboard, there is no reduction on the through rate of the C.P.R. from the point of shipment. It is this fact western representatives should have remembered when they were putting their head into the noose set by Greenway in eastern interests.

## NOTES AND COMMENTS.

The Northern Pacific say that if they can get one third of the trade of the country the proposed roads will cost the country nothing. If this is the true situation, the people may just as well get out their purses to pay the tax gatherers at once. In the first place even if the N.P. got all the wheat trade tributary to its branches, it would not be the one third of the crop of the country, and no one believes they will get it all or more than one third of what is tributary to its lines, and that will consequently be not more than one ninth of the products of the country.

That nincompoop, the Winnipeg Sun, compares the terms of the Holt contract, for the building of the R.R.V.R. with those of the Northern Pacific, to show the public the latter are reasonable. The organ forgets, however, to say Norquay's proposition was made when the C. P. R. monopoly and all its attachments were fully in force. Greenway used to declare that when the obstructions were removed we could have roads for nothing, and it would now be better posttime for the oracle to compare the cost of the proposition with Mr. Greenway's previous nothing.

The reading of the file of the Toronto Globe when piling into Sir Hugh Allan's proposition to build the C.P.R. in the years 1872 and 1873 must be very choice amusement to those of the Manitoba Grits who have access to it at the present juncture. In those days it was so chock full of loyalty to Canadian interests that the very thought of Sir Hugh Allan having anything to do with American capitalists, when seeking money with which to build the road was considered rank treason. What, the Globe used to declare, "sell the whole country to Yankee speculators?—Perish the thought." But things have changed we now hear nothing of perish the thought when Greenway & Co are selling the best franchises this country possesses to Kendricks and McNaught, from Yankee land. No, not even from the Globe, as that organ joins the smaller Gritify of this country in a frantic effort to consummate the sale. This, however, only more forcibly illustrates the educating capabilities of a Grit paper where the exigencies of Gritism are at stake.

The local blunderbuss of the Grit faith accuses the Free Press of inconsistency in its opposition to the manacles the Local Government has fastened upon the future of the province in the so-called Northern Pacific deal. Whenever any paper chimes in the song sung by the Grit choir, piped by the local organ, it is quoted as authority, but whenever the path of the oracle is crossed, the institution crossing is considered inconsistent. It then appears the local organ considers itself the standard of consistency in the province. Does it remember when it declared the construction of the R.R.V.R. could give but "tangible expression to a sentiment," and earlier when the power behind the oracle, opposed the Sir Hugh Allan proposition to build the C.P.R. as it was transferring Canadian institutions to the Yankees. Things have changed now, however, and it is all right for Greenway & Co., to transfer the best franchise of Manitoba to Yankeeedom as represented by Kendricks and McNaught.

The Winnipeg Sun got into a figuring mood the other day, and it found but three members who could vote against the ratification of the Northern Pacific contract. It declared Mr. Wood, of Cypress, would support it because one of the proposed branches was to cross his constituency. Well, if Mr. Wood voted on the gutter snipe principle, that moves the direction of the Sun, he would do so, but we fancy he is actuated by higher motives. It never gives the Sun a thought whether a wave that tickles public opinion, or a section of it, from which it gets the bulk of its support, is right or wrong it supports it whether it will ultimately end in weal or woe, for the time for the boodle it may bring to the mill. This is certainly the most execrable of all journalism. The duty of the honorable journalist, is to strike out boldly for what is best for the country, as a whole, so long as its attainment is doing no injustice to others interested; but the right of the matter is the last thing the Sun looks at, it is the present expediency that makes the motives for it, and it cannot believe that any one can see through different glasses. All we have to say is God help the country that is influenced by a press of that mental calibre.

The leading Manitoba Grits are at length showing the cloven hoof on the Hudson's Bay.

So strongly in favor of the project, or at least so much so in appearance, was Mr. Greenway in the Session of 1887 that he induced the Norquay Government to commit the Province to a guarantee of four millions at four and a half per cent interest, and now in office he casts the whole project to the winds. At the Grit caucus the other night, the leading spirits of the Government declared themselves in favor of washing their hands of the project in toto, but it was evident some of their following had a regard for their past professions, if they had none themselves, and a proposition to add it to the extent of two millions and a half dollars at four per cent was agreed on. The statute of two years ago will, therefore, become annulled and one to this effect will take its place. It is well, in this connection, to sift Grit representations to the dogs, and see what they mean. It is now undisputed the Hudson's Straits are navigable sufficiently long to serve all purposes of wheat handling and importing to this country, in short the Government tests have proved this. Then as the proposed harbor is as near the English wheat markets as are our present resorts, wheat can be taken from the bay as cheaply as from the Atlantic seaports. It is but about 800 miles from Winnipeg to the bay and the history of railwaying shows that grain can be carried to the Bay for nearly the same rate as is now charged by the C. P. R. from Winnipeg to Port Arthur, so that practically with the Hudson's Bay route in operation, the freight charges from Port Arthur to Montreal could be saved to the Manitoba farmer; and in the face of this present Grit incumbents in office say that route is not a pressing necessity. If it is not now when will it be? That is the question. It is not of importance to the Manitoba farmers in their infancy to save 10 to 15 cents a bushel on wheat export, when will it be of value to them to effect such a saving? Will it be when the present generation are in their graves and their successors have grown rich by their parents and industry? These are the questions for the Grit faction the present faction feel disposed to tinker with the Yankee speculators their party 15 years ago so much detested when Sir Hugh Allan's proposition was on the boards merely because it must be taken for granted a few of their leaders are making a little boodle out of the speculation.

## What Smoking Does For Boys.

A medical man, struck with the large number of boys under fifteen years of age whom he observed smoking, was led to inquire into the effect the habit had upon the general health. He took for his purpose thirty-eight, aged from nine to fifteen, and carefully examined them. In twenty-seven he discovered injurious traces of the habit. In twenty-two there were various disorders of the circulation and digestion, palpitation of the heart, and a more or less taste for strong drinks. In twelve there were frequent bleedings of the nose, ten had disturbed sleep, and twelve had slight ulceration of the mucous membrane of the mouth, which disappeared on ceasing the use of tobacco for some days. The doctor treated them all for weeks, but with little effect, until the smoking was discontinued when health and strength were restored.

SMYTH BROS.,  
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## Stoves and Tinware,

Cutlery, Granite Ware,

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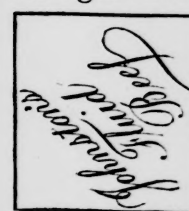
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CLAIMS TO BE.

And its claims are fully substantiated by the highest medical and scientific authorities in England and America. As a tonic, it is unequalled for its effect on the system, and it is not confined to invalids and convalescents, but is equally valuable for the healthy, as it gives strength and invigorates the system.

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Take Notice.

USE NONE BUT

## McCOLL'S LARDINE OIL!

Unequalled in lubricating qualities and guaranteed not to gum.

Beware of Concerns handling inferior Oils.

Extra Cylinder No. 1 Engine Lard Oils,  
Challenge and Eureka Machine, Bolt cutting,  
Harness Oil and Axle Grease always in stock.

Sold by JOHNSON &amp; Co. and WILSON &amp; Co. only,

BRANDON, MANITOBA.

Beware of other dealers selling this Oil.

McCOLL Bros. &amp; Co., Sole Manufacturers, Toronto.

## HOW MY BACK ACHES!

Back Ache, Kidney Pains and Weakness, Soreness, Lameness, Strains and Pains relieved in one minute by the Grit's **Anti-Pain Plaster**. The first and only pain-killing Plaster. 30 cents.

With or without Denison's Indesol Pat. 2.

## FOR \$1.00

WE WILL SEND by mail (post-paid) to any address, 35 papers of assorted Garden and Flower

Seeds. Address: CHESTER &amp; CO.

A-19-42. 547 Main St., Winnipeg, Man.







## IT IS RATIFIED.

Mr. Greenway Concludes the Debate—He Touches Upon the Railway Question.

The Attorney-General Discusses the Contract Very Fully.

He Points Out the Advantages of the N. P. Deal.

And "Does Up" the St. P. M. & M. Proposal in Good Shape.

The Second Reading of the N. P. Contract Carried.

Messrs. Fisher, Campbell, McMillan, Roblin and Thompson Vote Against It.

Wednesday August 29.

Hon. Mr. Greenway resumed the debate upon the address. He congratulated Mr. Sifton, the mover of the address, upon his excellent speech of the previous night. He also spoke in flattering terms of Mr. Lagimodiere's address. He then set out to scold the old man for his alleged inconsistencies. He taunted him with being the cause of his own present position. It was his subservience to the policy of the Dominion government which placed him in the position he now occupies. The contentions of the historical seven who were in opposition in 1882 had at last prevailed. Three of them were now in the legislature—one was himself, another was the Speaker, and the third was Col. McMillan. One of the first things his government had done was to make some arrangement by which the province would receive the benefit of the abolition of monopoly. The farmers should reap some benefit from the abolition of the monopoly clause, and the government at once got to work to secure these benefits. Had the government gone to the St. P. M. & M. when they started for New York, they would have been laughed at. The relations which existed between this corporation and the C. P. R. were too well known by the people here to allow them to contemplate with satisfaction for an instant any arrangement with that corporation. He learned through the press that a head offer was to be made by the St. P. M. & M. He had no idea what it would be, but he supposed each clause of the Northern Pacific contract would be studied and an effort made to do a little better. But the government had entered into a contract with the Northern Pacific which they believed that contract was for the benefit of the people, and by that contract the government would stand or fall. They were not like their predecessors in office who would back down on every occasion when pressure came. His government would not do this. If the St. P. M. & M. wanted to get into the province, they could secure running powers over the C. P. R. Peninsula branch, which had been going begging for a long time. They could make more advantageous running arrangements over this branch than over the Red River Valley if they were not tarred out. The government would not be bullied by any bluff offer from the St. P. M. & M. When this corporation was in a position to give competition it was content to accept 12 per cent on the east-bound freight over the C. P. R. The St. P. M. & M. had been up to the boundary in several places long ago, but persistently refused to afford any relief. They would not enter the province. No thing could be expected from this company, as it was one and the same thing with the C. P. R. This latter corporation had done everything in its power to tank the province in its efforts to obtain competition. When it found that the Grand Trunk was preparing to push its way to the province by means of the South Shore road, it promptly bought a control in that line, thus depriving the province of the competition which would be afforded by the entrance into the country of such a great Canadian line. What could therefore be expected from an ally of the C. P. R.? He did not take much stock in the contention that one line should be made a great railway highway. His idea was that roads should enter the province at various points. More complete railway facilities would thus be afforded the different points in the province. He had been assured by prominent men that if the Morris-Brandon branch were dropped they would not oppose the contract. He believed the entire country was in favor of the contract. He pointed out that he had always favored the sale of the Red River Valley road, as he did not believe in the government operating the road. This course was generally approved of in the province. In concluding he suggested that the debate on the address be closed forthwith, as the chief topic was the railway question, and the members would be afforded ample opportunity of expressing their views.

The suggestion was adopted and the address was passed at once.

Thursday, August 30.

To borrow a theatrical expression, a crowded house greeted the first appearance of Hon. Mr. Martin in the legislature last night, when he appeared in the drama of the "Northern Pacific Contract." It was known that he would move the second reading of the bill to ratify the Northern Pacific agreement, and he was greeted with applause when he rose to speak. The relief he said, was asked for by the government under the firm belief that it would be found to be in the best interests of the province. He believed its provisions gave the strongest guarantees that the expenditure of the people in giving very considerable aid would result in the fullest competition. The bill to incorporate the company was a copy of the various charters the

House had been in the habit of passing, but which never got beyond the statute book. The present one was no mere paper charter, but, if passed, would be that of a great railway company equal in resources to that which had become a considerable extent the base of this province. He then entered into a discussion of the contract, clause by clause, pointing out the effect of each. As to the first clause, respecting the sale of the R. V. R. There had been some criticism as to the bonds being first mortgage bonds. Even if the first contract had been defective as to this, the final one was clear and conclusive. When it was pointed out in the public press and otherwise that in some particulars the contract was not clear the government promptly stated what was understood by the contract and said: "If there was any possible doubt they had confidence that the N. P. R. officials would assist in any changes necessary to give the real meaning. After the gentlemen arrived here the government presented the doubts that had been mentioned and the changes were promptly made. As to the bonding of the company, to build the bridge, the government had always felt if the province got rid of the entanglements over the question without a loss of more than \$100,000 they would do well, but in this case they managed to do it with a loss of not more than \$50,000, to be given as a bonus in case the first mortgage bonds of the company are worth par. The government ran the risk of their not being at par; but he confidently hoped and believed that such a change would be nothing at all. It was evident that the day was at hand when the road would be able to earn 5 per cent on \$750,000 worth of bonds. In addition to the road, there would be security upon the additional amounts that would have to be spent on the road; upon the bridge across the Assiniboine; the station building and roadway in the city; the ballasting and the equipment of the road, which must be very largely increased. Under the amended contract it was made clear and definite when the company would enter Winnipeg, the pile bridge over the Assiniboine river was to be ready by the 1st of October, and by the 15th of that month the company was bound to be operating the road into the city. As soon as the road was handed over its operation south of the Assiniboine was to be forthwith commenced. He thought criticism arose from the lack of confidence in the ability and bona fides of the men who entered into the agreement. If they were giving to the province the C. P. R. the earlier the better for them. Under the fourth clause the province was to supply \$40,000 for the purpose of building the road to Portage la Prairie. He remembered writing a letter urging that the R. V. R. be extended to Portage la Prairie, as the R. V. R. would be of little use were connections not made with that road. This additional guarantee the N. P. officials assented to without the slightest objection. The fifth clause provided for a bonus, not to exceed \$10,000, for a bridge crossing the Assiniboine near Portage la Prairie. The people there had endeavored to the utmost of their ability to get the bridge across the Prairie; to cross nearer the city, they would lengthen the road by two and a half miles. The sixth clause provides for the branch from Morris to Brandon. The government recognized that the scheme would not be complete without facilities being afforded the great southwestern country. Some people in Winnipeg, who were not bound enough to know that the enhancing of the value of property in the province meant increased prosperity to the settler and would help build up the metropolis.

He was satisfied that a line from Emerson to Portage la Prairie, or from Brandon to the boundary, would have been far better, giving competition sooner to the larger party of the province, but the Winnipeg people insisted that if they were to join in the scheme, the line should go to that city; and the people in the west patriotically consented rather than cause a split.

The clause regarding the issue and disposition of bonds was fully gone into in order to show that there was no chance of the province being deceived or robbed in the expenditure of the proceeds of the bonds.

The company, before receiving the guaranteed bonds, had to account for the disposal of the unguaranteed bonds, showing that proceeds of such as have been sold have been spent upon the construction of the road, and handing over to the commissioner such as remained unsold. A clause provides that before any unguaranteed bonds are sold the commissioner is to be given the opportunity of obtaining a better price than that for which it is proposed to sell them. A clause provides for the appointment, in case of dispute, of one arbitrator by the company and one by the government; if they fail to agree, the chief justice of the province appoints a third. A clause exempts the lines of the company from taxation for twenty years; another provides for running powers to every company except the St. P. M. & M. and C. P. R. Another provides that whatever rate is fixed between, say Brandon and Duluth, it shall be applied according to the mileage, to any portion of the distance. The greatest care has been taken in framing the contract. It would compare favorably with any similar document that has ever been ratified in Canada. He believed the clause prohibiting the sale of stock to the C. P. R. or St. P. M. & M. or any person or corporation acting in their

interests, was a valuable and safe one. It was not likely under the prohibition that any person would care to buy any considerable amount of the stock. It had been considered by some that in carrying out what the N. P. R. would place the main cost on that portion of its line running through the States, and do the province out of fair charges on the road in Manitoba. This, however, was distinctly met by the maximum rate agreement which the government had. By that agreement it was provided that whatever the cost from West Lyons to Duluth might be, the rate would be distributed in Manitoba at the same rate per mile. For instance, if the rate from the boundary to Duluth was \$2 per 100 pounds, the distance being 430 miles, supposing the distance from the boundary to Brandon to be 170 miles, the rate allowed on the road in Manitoba would be according to the proportion that 170 miles bears to 430 miles.

## THE HOLT CONTRACT.

Mr. Martin, in criticizing Mr. Norquay's expressions in the house, criticized the contract he entered into with Mr. Holt. Dealing with the railway question in an enlarged sense Mr. Martin appealed to the good sense of the House as to whether it was not wiser to put our faith in a company which was a known rival of the C. P. R. rather than trust the twin brother of the C. P. R. Amidst all the arguments against the contract, and all adverse criticism he knew of no argument half so strong as the offer which had just been circulated by the St. P. M. & M. They wanted precisely the same aid for branch lines as the government was giving the Northern Pacific. He took up the proposal circulating: cost several millions of dollars, and would afford to pay the five per cent interest. The St. P. M. & M., which had been receiving \$400,000 annually as blood money, might readily be expected to fall in with Van Horne's little scheme and burk the province again. There was no guarantee that the company would operate the road at all. They read the road and then issued the offer. It would be a fine thing if a person could rent a house and then be able to raise a mortgage upon it. (Laughter.) This was a new way of making money. With regard to the promise to build the branch lines by 1890, Mr. Martin said the province might rest assured that the government would see that the districts which needed railway facilities would have them by that time. The proposal of the St. P. M. & M. was a cunning one. It was designed to capture the votes of certain supporters of the government. The route or terminus of the branches could be changed to suit different members who might be thought to support the proposal. If Van Horne thought he could play Manitoba for a sucker by latching a scheme in St. Paul, and then sending up Mr. Clough to carry out the details, he was mistaken. Manitoba knew the C. P. R. and their twin brother the St. P. M. & M. and would treat them as they deserved. Mr. Martin asked considerable fire at Mr. John Hill, and the way he and his associates had put up a job on the Dutch bondholders, making them believe the stock of the road was no good by a succession of no dividends, and finally secured all the stock for a bagatelle, thus making themselves immensely rich. There being no further chance of pilfering Dutch bondholders, Mr. Jim Hill now turns his eyes to Manitoba to see if he could not make a haul out of the people here. He was no patriot; it was money he was after. The people here would remember his shameful connection with the old steamboat line on the Red river, and how he ground the poor pioneer farmers of Manitoba under his feet. He could not soon forget the 12 per cent, which Mr. Jim Hill had so long received, and was still receiving, from the C. P. R. at the expense of the poor settler.

Mr. Martin's peroration was an excellent one. He warmed up upon the bright prospects of the province, and expressed the belief that the natural facilities which would be afforded the province by a ratification of the N. P. contract would enable it to develop its resources. The 300 young men who were coming from Ontario to settle in our province could rest assured that wherever they went they would soon have railway facilities. The government had made an arrangement with the great corporation which had done so much to develop Dakota and Minnesota, and they believed that with this corporation operating in our province, and with the tide of prosperity turned, as it was, in our favor, the light of a better day had dawned, and true prosperity was at our doors. On concluding, he was warmly applauded by all in the chamber.

Mr. Clough of Minneapolis, resumed the debate upon the Northern Pacific contract in the legislature yesterday afternoon. He criticized several of the clauses and expressed the opinion that the government might have made a better contract. He opposed the contract because it furnished railway facilities to portions of country already supplied with railways. The people of the province were not supporters of the government at the last election were afforded railway facilities, while portions that opposed the government were neglected.

Upon resuming his seat a painful silence followed, as the government supporters assayed to speak. After waiting for a considerable time, Mr. Norquay rose and said it was a remarkable course to pursue in view of the importance of the occasion. If the opposition were to be forced to speak, he would go on. As no one else seemed to desire to speak, Mr. Norquay proceeded. Touching on the question of monopoly, he claimed that his government was entitled to the credit of securing the abolition of disallowance. He thought the members should pause and consider the question before passing upon it. An offer from the St. P. M. & M. had been handed to the government, which far transcended the N. P. contract in its advantages to the province. Referring to the Holt contract and the criticism of Mr. Martin concerning it, with the N. P. contract, he said the latter were unfair, as the circumstances of the case were quite different. Monopoly then existed, and it was difficult, while the fight was going on, to build a road upon any terms. He was not ashamed of his connection with the Holt contract. He would regard it as a crying shame if the present contract were adopted under the circumstances. In making the arrangement with the N. P. the government placed an embargo upon the St. P. M. & M., thus preventing it from

entering the country. He criticized the charter which the company asked, taking the line that the quality of the directors, of whom three shall form a quorum, was entirely too slim. He thought it a shame that worthy local men, who had stuck by the country, should have been overlooked, in order that strangers, like Kendricks, Oakes and McNaught, might be favored. He concluded by moving, seconded by Mr. Gillies, "that the second reading of this bill be not now proceeded with, but that the government be requested to lay upon the table of this house the offers of W. P. Clough, vice-president of the St. P. M. & M., and that this house, before committing itself irrevocably to the contract between the government and the N. P. now under consideration, first taking into consideration the offers of the St. P. M. & M. as presented by Mr. Clough."

Mr. Norquay made a concluding appeal to the house not to ignore the offer of the St. P. M. & M. without even giving it a fair consideration.

## HON. MR. GREENWAY.

characterized the action of those who were pushing this scheme as being propagated for no other purpose than to embarrass the government. The St. P. M. & M. and the contractors here were acting in good faith, they would not have waited until the moment they did before presenting the offer. The whole thing was clearly transparent. The C. P. R. had succeeded in blocking Mr. Norquay last year, and now it was attempting the same job again. But this time they would not succeed. It would be worth millions to the C. P. R. to keep competition out of the province just another year, but the C. P. R. was willing to put up the necessary cash, and hence the offer. The strongest evidence the government could have of the insincerity of the offer was a comparison between the first and the amended one to-day. It was an absurd one. But it made no difference what the offer was to be, so long as it was sufficiently embarrassing. They would offer to build the line for nothing, if it was necessary to do it. They had to hold a little caucus of supporters down town this morning in order to find out just what to do, and how far to go in their desperate anxiety to pose as an advocate of free trade in railways, and yet have the province for ward before the second reading of the bill to ratify the contract had been moved and the government was fully committed to the measure. He had a word to say to Mr. Clough and his associates. If they were in earnest and were prepared to come forward and talk business with the government they would find him in his office next week ready to act upon any proposal in regard to branch lines. The amended proposal offered to build the branches for \$5,000 a mile guarantee. And yet a standing offer had existed upon our statute book for months to guarantee that amount on branch lines. This company must have known of this, and yet as a word is heard from them until the time arrived when they could embarrass the government. But the government was going to put the N. P. agreement through, and the members could take a note of it. He taunted Mr. Norquay with having returned to his old position of an advocate of monopoly. He had the audacity to pose as an advocate of free trade in railways, and yet he had in past years sought to fasten monopoly firmly upon the province. The speaker's idea of free trade in railways was that the 300 miles along the boundary were open to the world to come in and run their railways. Let the member who cared to take the responsibility of fastening monopoly upon the province for another year vote against the ratification of the contract. He did not envy the man who could stand up and place himself upon record in favor of a continuance of monopoly for another year. The advantages that the country would derive from the development of the country was of much more importance than a thousand a mile on the road.

## The House adjourned at six.

## Evening Session.

There was an immense crowd in the galleries to hear the debate. Mr. Greenway resumed his speech and concluded it in about an hour. He was very vigorous and eloquent in his closing sentences.

## MR. R. J. ROBLIN.

Following the premier, said he felt with sadness that he was likely to arrive at a conclusion adverse to the government. If he was misunderstood, misrepresented and aspersed he would have the consciousness of having done what his conscience dictated. He regretted being obliged to oppose a government he had helped to bring into office. He set to work to trace hurriedly the history of monopoly and how it was finally abrogated. He spoke of General Hammond's fight in connection with the Manitoba Southwestern Colonization company until he finally had to retire from the field, leaving the C. P. R. in possession. He described the events of that fight, year after year, until the final movement of the Red River Valley road. When the Liberals got into office he thought all would be well, particularly as Mr. Greenway had done so much to educate the people upon the advantage of free trade in railways, by the making of a highway out of the R. V. R. It was because the government had gone back upon this policy that he differed with it. The exclusion of the St. P. M. & M., which was the only other road that could be relied upon to enter the province, was a seemingly devised scheme on the part of the Northern Pacific. Mr. Roblin excused the 12 per cent. bounty on east-bound freight, which Mr. Hill received, by explaining that it was due to a breach of agreement between the C. P. R. and the St. P. M. & M. in regard to the carrying of freight in summer over the Thunder Bay branch, and in winter over the St. P. M. & M. He gave several illustrations of different railway companies running over the one track. In keeping the St. P. M. & M. out of the country the government was doing the province an injury. He believed there was method in the madness of the government in keeping the St. P. M. & M. out of the province. By a process of lengthy reasoning he sought to establish that the object the N. P. had in getting into the province was to tap the C. P. R. a great heart of trade, and so be in a position to bring that corporation to time on the new cleavage. He believed the object the N. P. had in coming here was not to cater to the interests of the people to enable them to say to Mr. Van Horne, "Give us a share

of the transcontinental road, or we will cut the rates in the Northwest." An arrangement would then be made, as Mr. Van Horne was a business man, and would see it to be to his interests to acquiesce. The exclusion of the St. P. M. & M. was his chief and decided objection to the contract. Instead of having one monopoly we would have two. He criticized adversely the clause relating to the disposition of bonds upon the Manitoba branch. He did not think under the rate that Manitoba would derive much profit, as her share would only be .0035 of the amount of charge to Duluth. He made an estimate showing that if the N. P. got the carrying of all the wheat marketed at Duluth, all the profit that would accrue to the road on account of the carriage in Manitoba would be \$10,000. This would not go far in paying operating expenses. He had tried to see his way clear to support the contract, but after a careful study of the matter for days he was obliged to arrive at the determination to register his vote against the contract.

## MR. JAMES FISHER.

announced starting out that, like Mr. Roblin, he was obliged to differ with the government and vote against the contract, but he thought a word of explanation was due as he did not wish to give a silent vote upon it. He paid Mr. Greenway the compliment of having consistently and persistently stood upon and fought for railway competition in the province. The country had shown its appreciation of the little band by returning Mr. Greenway's party with such a large following. In taking the action he proposed doing he was not influenced by animus of any kind. Although his motives might be questioned, he had the consciousness of doing what his better judgment prompted him to do. If it was the contract or nothing, he would support it, but there being an alternative case, he was able to honestly differ with the government. He wanted to see the Red River Valley used as a railway highway controlled by the government, which would let it not to one company but to several, which would have joint rights. This was his idea of a provincial highway. Of all the roads that might be able to come in, he would prefer the Northern Pacific. He did not see any special wickedness in the arrangement which Mr. Hill made with the C. P. R. in regard to the bounty on east-bound freight. He believed the fact that the Northern Pacific built a branch up to the boundary last year was an evidence that they would be very glad to get on trade, and in doing so would doubtless lose the R. V. R. if necessary. He contended that there was nothing in the contract or charter based upon it to compel the company to pay the interest upon the cost of the R. V. R. The government had no remedy. He compared the case with that of the C. P. R. and branch lines in the States. The bonds to be given the government for the purchase of the R. V. R. would not be worth par. He thought the entire bond issue of \$16,000 per mile would be used. The objections which he had made were made long before there was any talk of an offer from the St. P. M. & M. He only pointed out the advantages of the M. & M. offer to give point to his argument. He did not think the M. & M. people would have made the offer if they did not see money in it. With regard to the charge that the M. & M. receives 12 per cent on the gross earnings of the line, he said that the C. P. R. they deny the statement in toto. He would not condemn the idea of bringing the N. P. in, in fact he would prefer to have them as there was no suspicion of their having any connection with the C. P. R. He believed a mistake was made in importing the N. P. railway and following them up in order to get an offer from the M. & M. He had offered to vote against them on this question, was voting with confidence. He was elected as a Liberal, and as such he would remain, but he did not think he was bound to vote in any way save according to his conscience. He had often called upon Conservatives to divert themselves of party ties and vote according to their consciences; he had often condemned them for not doing so. He would therefore be inconsistent if he sacrificed his convictions in obedience to the crack of the party whip. He stated, as he claimed it was his right to do, that he refused to accept the issue that his vote would be one of non-confidence. Such was not the case. He would not put the government off if he could. He believed the country would commend them if they retraced this late in the season, and approached the St. P. M. & M. in a business-like way. It was idle for the government to say that the offer was a bluff unless they agreed to put it to the test.

## MR. ISAAC CAMPBELL.

was greeted with applause on rising to speak. The position was that the government was building the Red River Valley road and the Portage branch, and how best to dispose of these roads was the question with which the members had to deal. Experience taught us that governmental management of a road was undesirable, and the Northern Pacific had a number of branch lines in Minnesota and Dakota, and the reports showed that the company was paying six per cent. on the cost and one per cent. for a sinking fund to redeem the bonds. This was one way of arriving at the best method for the government to adopt with regard to our lines. Manitoba ought certainly to be as favorable as Minnesota or Dakota, and terms as favorable as existed there should be secured if possible. The government claimed they could not secure this, that the contract was the best they could make. Then the exclusion of the St. P. M. & M. was practically an absolute one, as there was no other company in a position to take advantage of the Red River Valley. He did not set as much store by running powers to many lines over one road as many people did, although he knew of several cases where it was done. He condemned the grant of \$500 per mile to bear the cost of organization, etc. Why should these people be paid the amount which the money cost? He thought the company would be obliged to pay. He discussed the bond question briefly. With regard to the bonds handed over to the government for the price of the R. V. R., the interest would only be paid upon them, when the earnings were sufficient left over after paying the expenses of operation. It was a difficult thing for any corporation to apportion the earnings upon different branches and systems. Railway men themselves admitted that it was almost impossible to divide the earnings. He would not go into any apology for the man-



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